

find the opposite effect of my invention. Fiedler describes (col.4 line10) "the lever arm for the wheel at the outside of the curve is moved upwards". The lever arm here is the anti-swaybar. The lever arm moved upwards is in effect lengthening the drop link to the anti-swaybar, thus there is more weight on the outside front wheel the sharper the wheel is turned. Fiedler also states (col.4 line17) "The resulting more intensive torsional twisting of the central portion 27 of the stabilizer 26 increases the stabilizing effect". This increase of the front anti-swaybar effectiveness as the corner becomes tighter will make for a poor handling car. My invention will tend to reduce the effective torsional strength of the anti-swaybar as the steering angle is increased. It is well know that the front anti-swaybar must be made softer for optimizing speed around tight corners. Furthermore, the invention in Fiedler (US 4,153,272) in a counter-steer situation would make the vehicle completely unstable caused by a lack of traction in the rear of the car; thus once a spin was started, it would be uncontrollable. Therefore, I believe the claims are not anticipated by Fiedler (US 4,153,272).

I hope the revisions made are acceptable. If any more changes are needed or would simplify the application process please let me know; any suggestions are greatly appreciated.

Thanks

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